



# Tavaci Development Canyon Resort Residential Zone





# Introduction



- **Where are we today?**
- **Is there a better way?**
- **How should it be done?**
- **What are the impacts?**

*Not proposing a specific  
site plan for review*



## Where are we today?

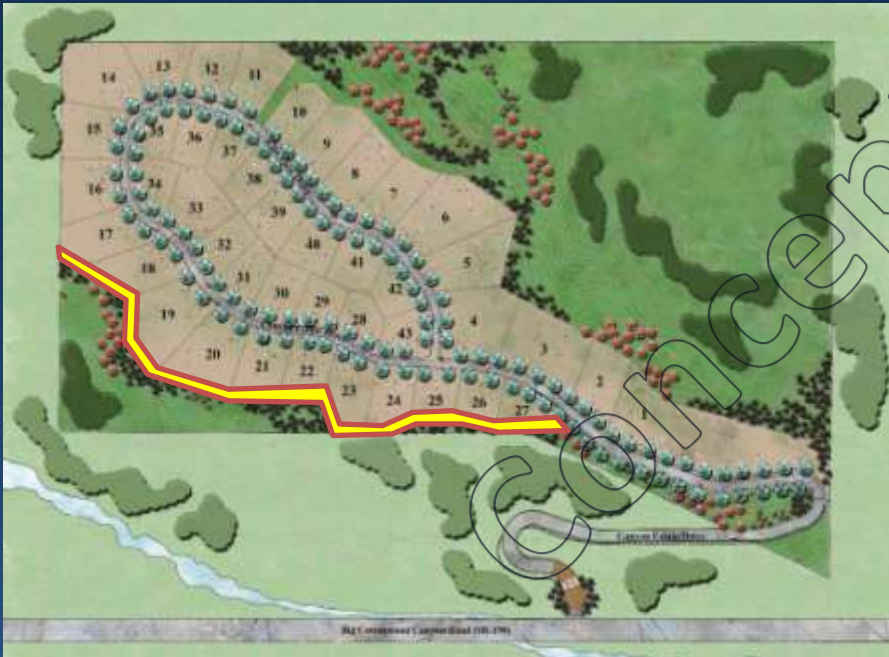


- 43 Estate Lots (1± Acre)
- Highly desirable location
- Developed sensitively

## Exclusivity



## Where are we today?



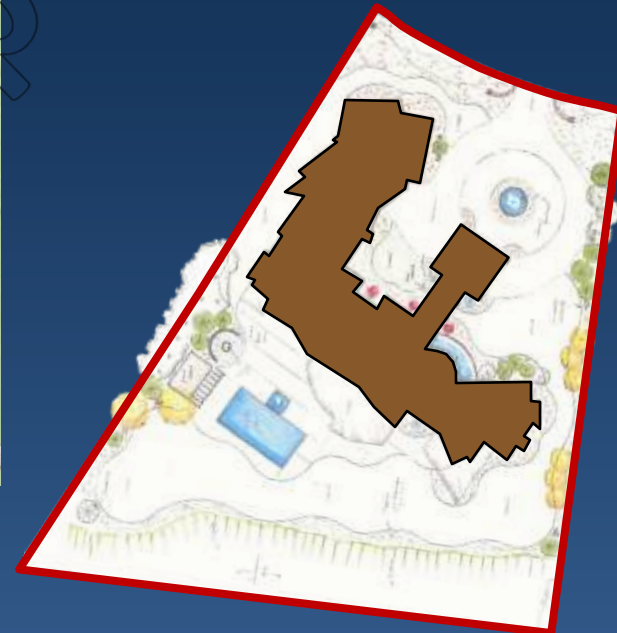
- Setbacks in place (40' from ridge)
- Buildable lot area up to rear setback (30' from property line)



## Where are we today?



- Building permits pulled for homes on multiple lots



Lot 20  
Home:  
15,000  
Sq Ft





## Where are we today?



We expect the **same pattern** to continue on the other lots



## Where are we today?



**This plan is  
the basis for  
comparison**



**Is there a better way?**

---

Conceptual





# Is there a better way?



**“GENERAL PLAN POLICY:**  
*Locate tourism-related services & businesses along designated travel corridors and city/canyon gateways, where appropriate.”*

*Cottonwood Heights General Plan*

- No conflict with General Plan
- But there are also elements of General Plan that it does not address:



# Is there a better way?



- Are there other land uses that could be reasonably accommodated?

*Estate Lots*  
*Condominiums*  
*Townhomes*  
*Live/Work Office*  
*High-end Restaurant*  
*Specialty Retail*  
*High-end Hotel*

**Support and cater  
to neighborhood  
residents**



## How Much?

---

Conceptual



## How Much?

---

### **Density Determination**

**Density can be based on  
factors that aren't arbitrary**



# How Much?



## Density Determination

- Capacity of the road
- Existing traffic





## How Much?



### Traffic Study:

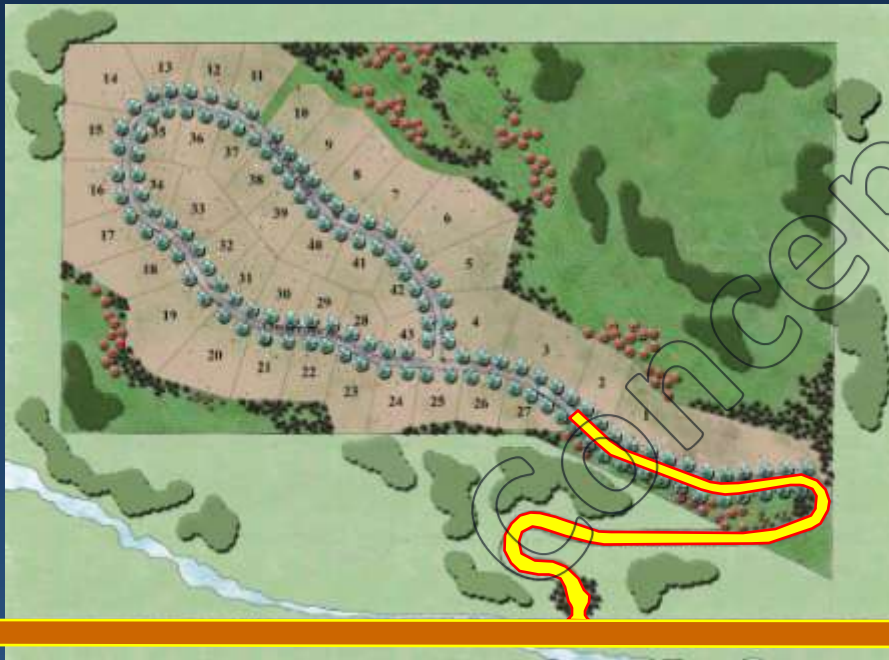
- Road and intersection are capable of supporting up to 400 units
- Canyon traffic continues to operate at Level of Service A

### UDOT Letter:

- Based on review of Hales Engineering analysis, “no traffic issue that would prevent [the change of land use]”



## How Much?



### Traffic Study:

- Road and intersection are capable of supporting up to 400 units
- Canyon traffic continues to operate at Level of Service A

### UDOT Letter:

- Based on review of Hales Engineering analysis, “no traffic issue that would prevent [the change of land use]”

***Additional Factor:  
Secondary Homes***



# How Much?



## Density Determination

- Capacity of the road
- Existing traffic
- Environmental issues



# How Much?



## Geotech Study:

- No fault lines
- No major soil issues





# How Much?



## Density Determination

- Capacity of the road
- Existing traffic
- Environmental issues
- Safety (medical & fire)





# How Much?

## Fire Safety:

**100 Units**

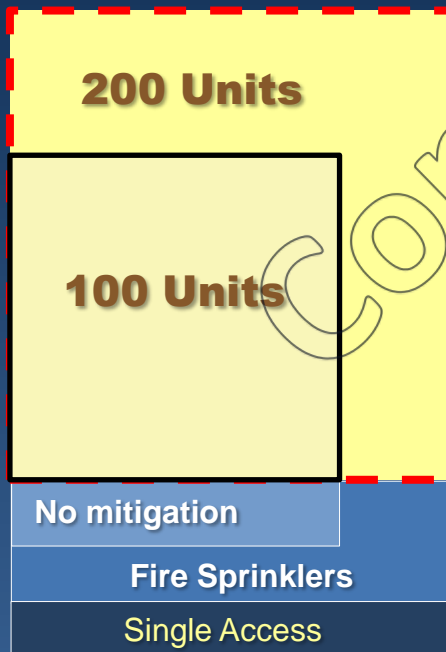
No mitigation

Single Access



# How Much?

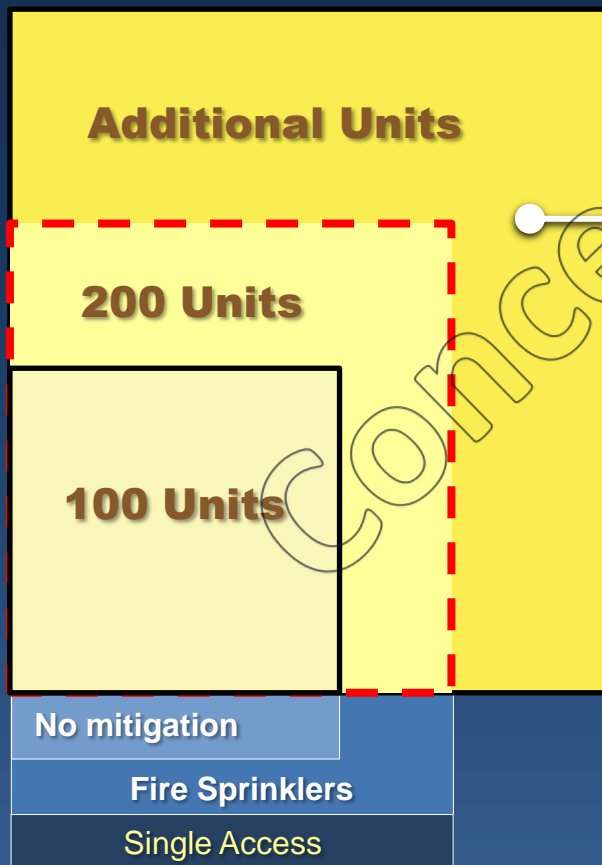
## Fire Safety:





# How Much?

## Fire Safety:



### Fire Code allows for modifications:

- Secondary access
- Improved equipment
- Maintenance conditions (plowing)
- Maximum building size
- Type of construction
- Shelter in place
- Other modifications

*Precedent set in multiple developments across valley*



# How Much?



## Density Determination

- Capacity of the road
- Existing traffic
- Environmental issues
- Safety (medical & fire)
- Lot Coverage



# How Much?



## Square Footage



Typical Lot

**15,000 sq ft  
x 43 lots**

---

**645,000 sq ft**



Condos

**2,000± sq ft  
x 322 units**

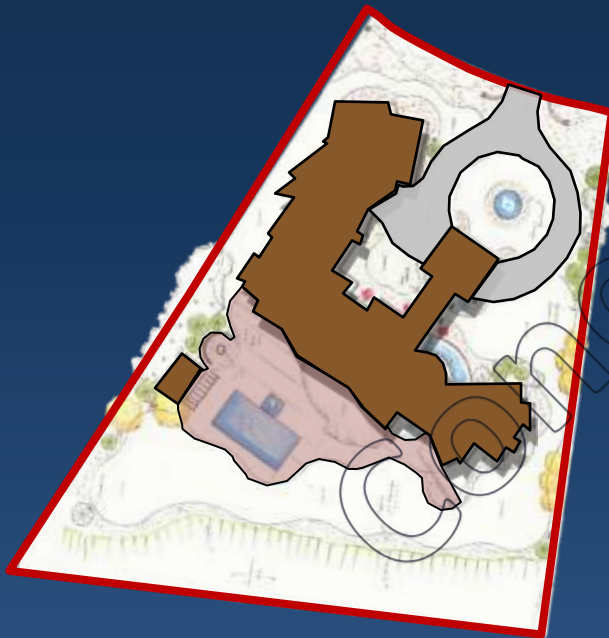
---

**645,000 sq ft**

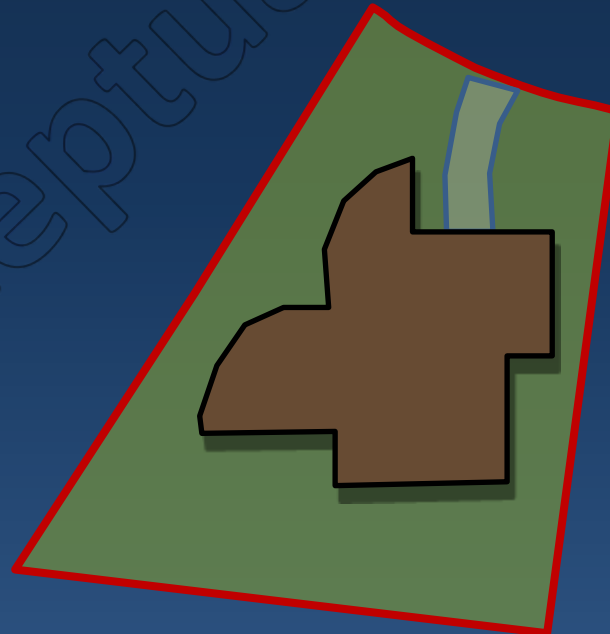




# How Much?



**1 Unit**



**20-30 Units**



# How Much?



## Density Determination

- Capacity of the road
- Existing traffic
- Environmental issues
- Safety (fire)
- Lot Coverage

**It doesn't need to be arbitrary**



## **Density Determination**

**Should be based on the  
capacity of the site and how  
it is designed within set  
parameters**





# How Much?



## Density Determination

### Subjective Factors:

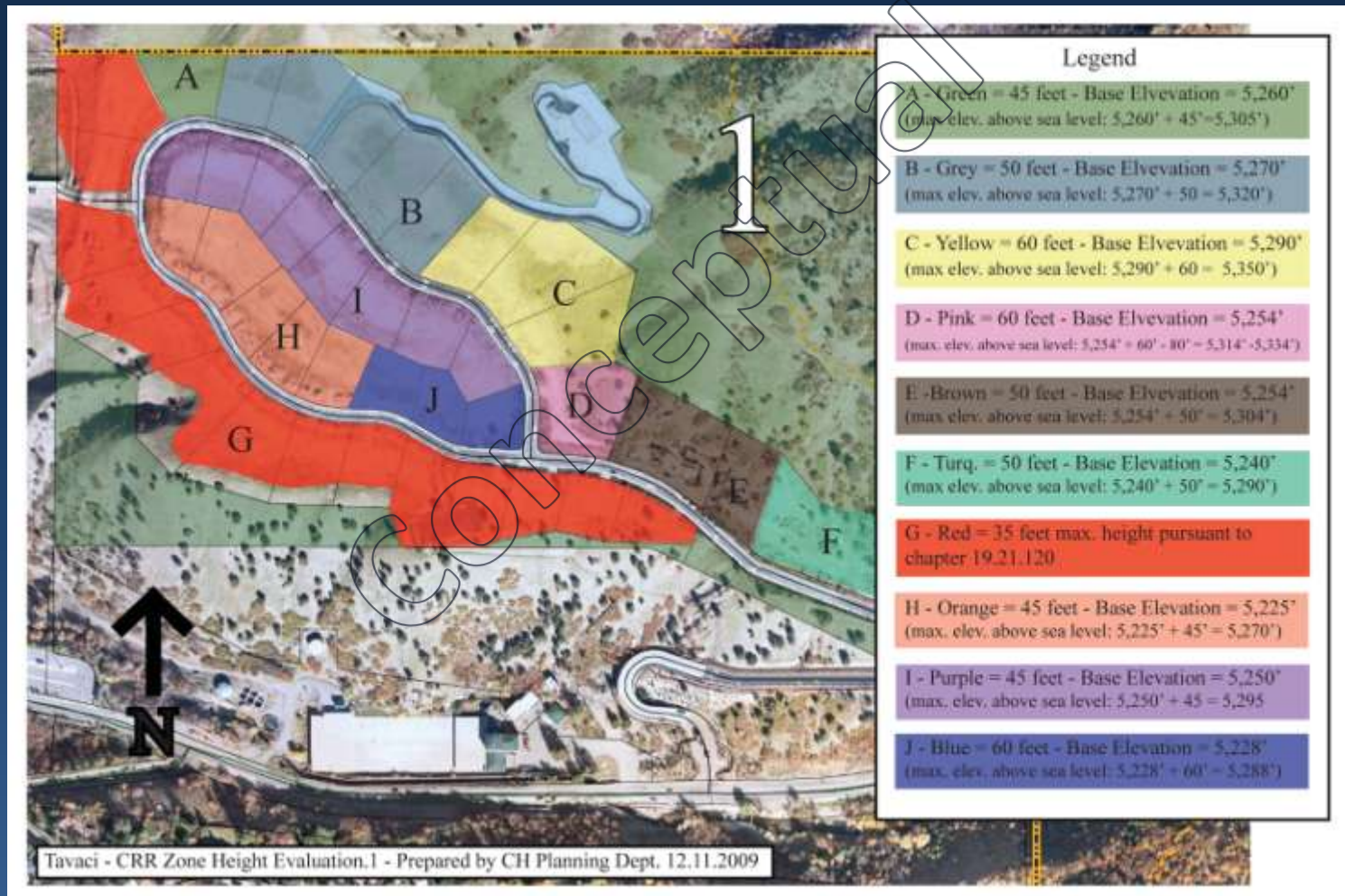
#### ▪ Visual impact:

- Can't completely hide development
- This site is relatively obscured
- Design can help mitigate impact





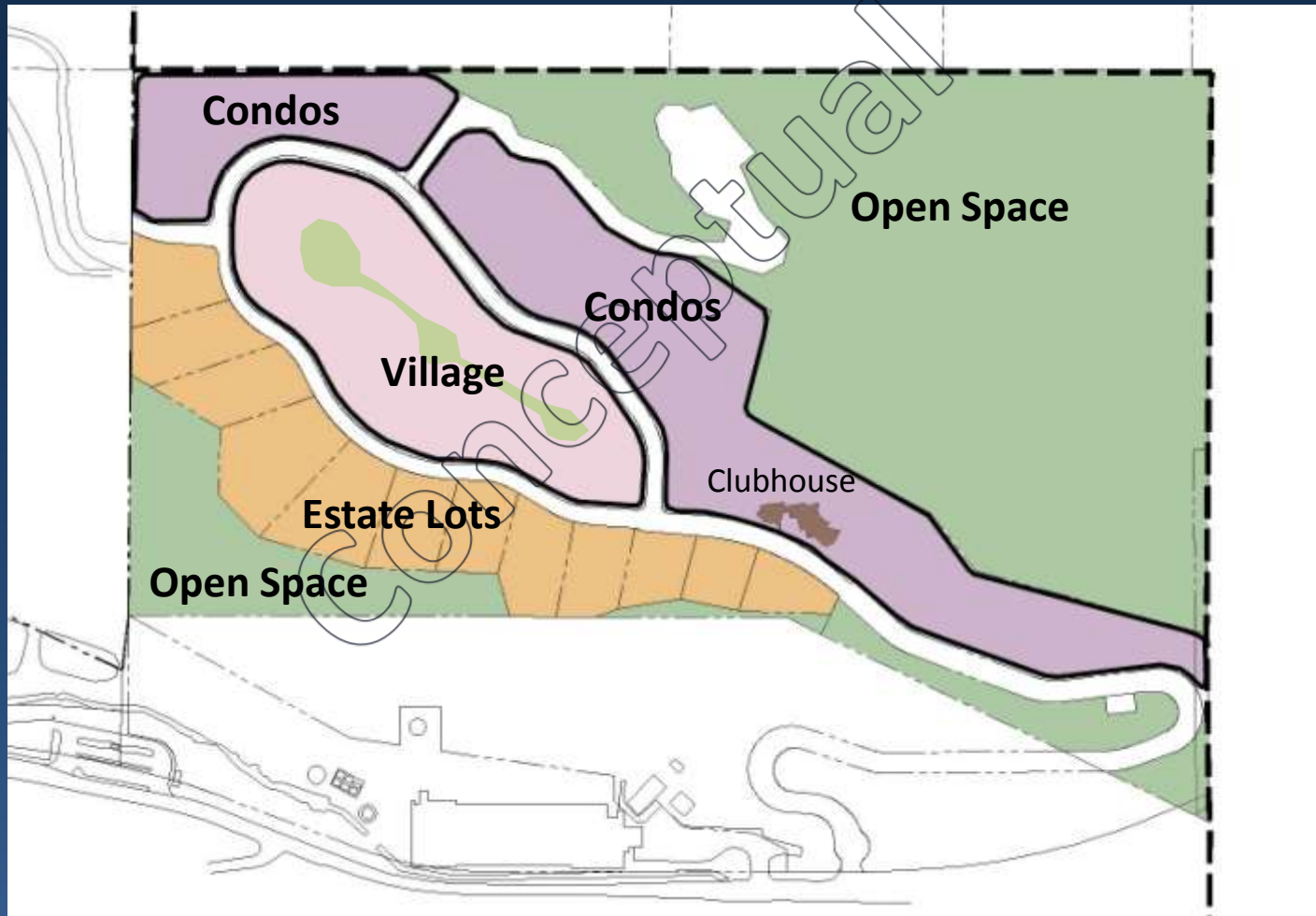
# CRR Zone Height Study





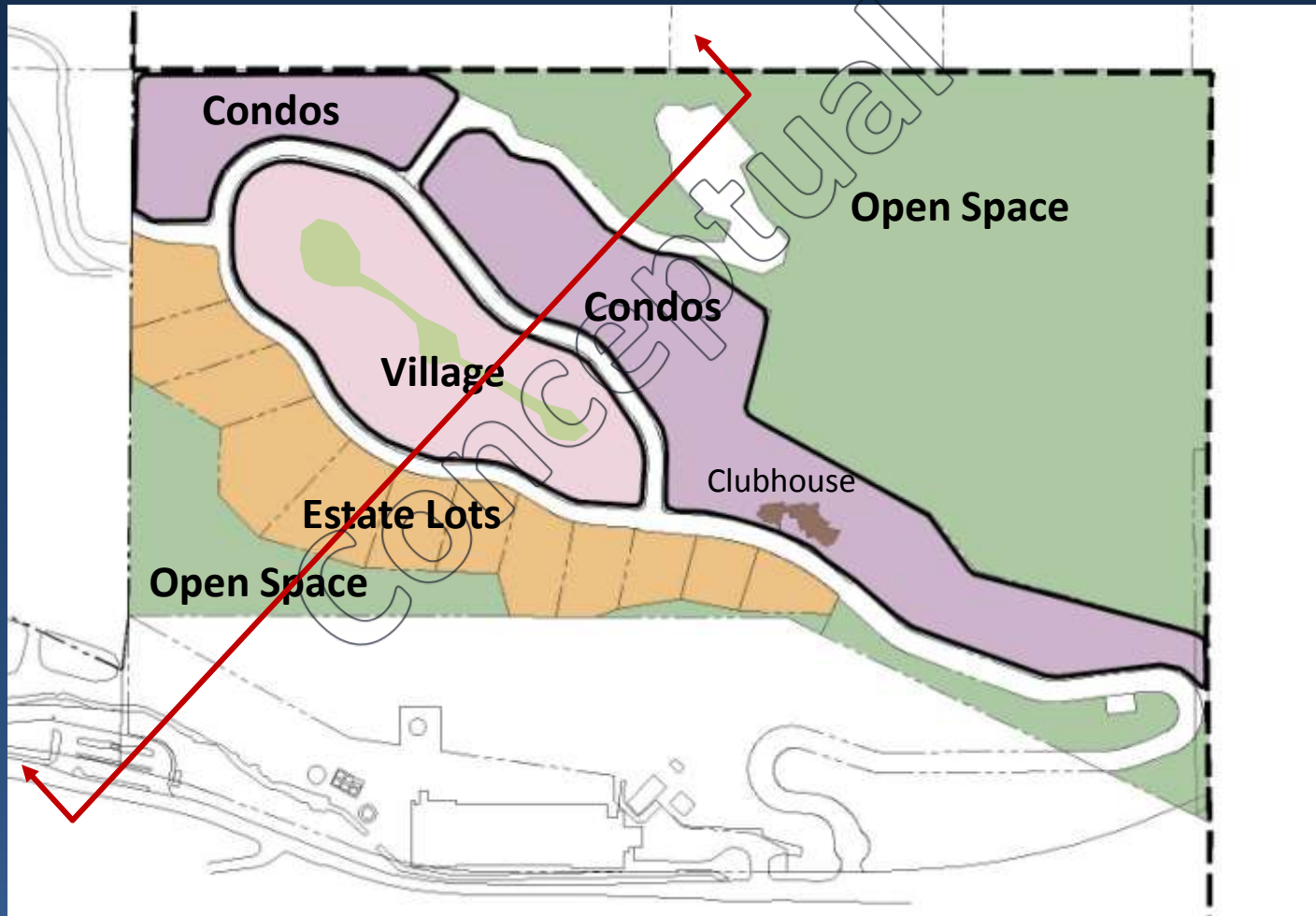


# Potential Concept Plan



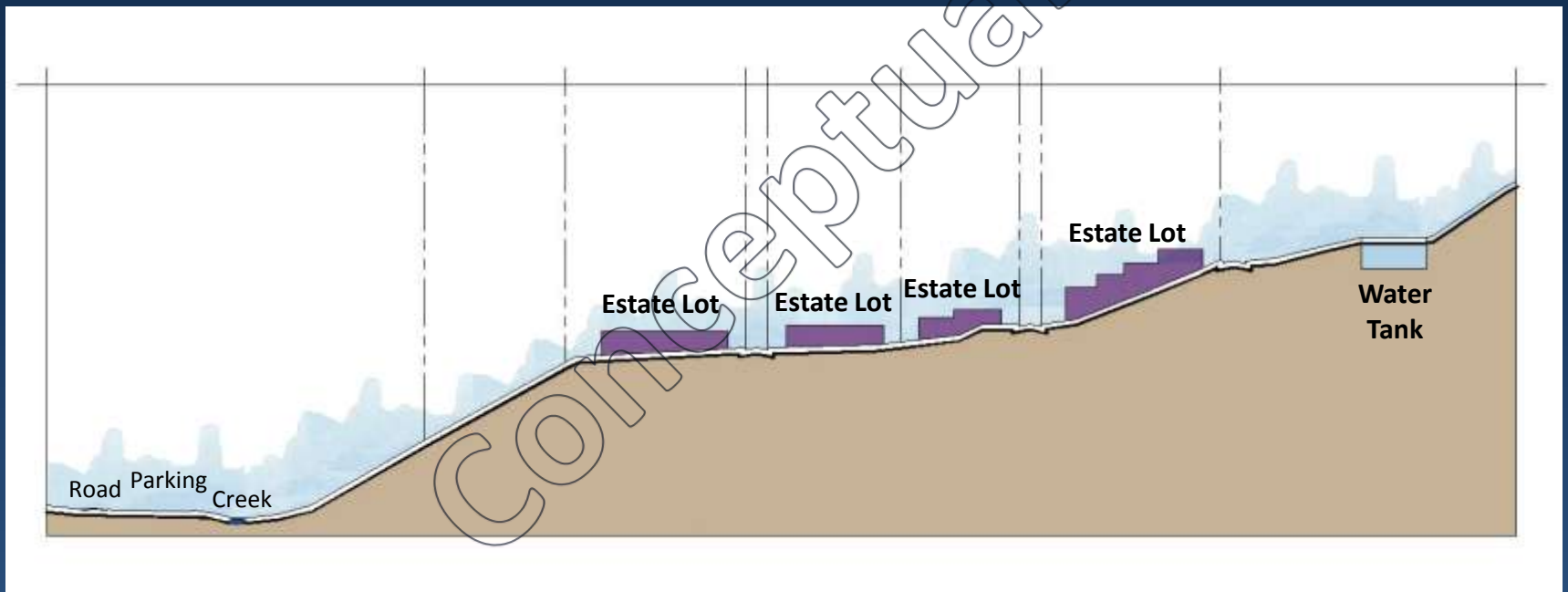


# Potential Concept Plan



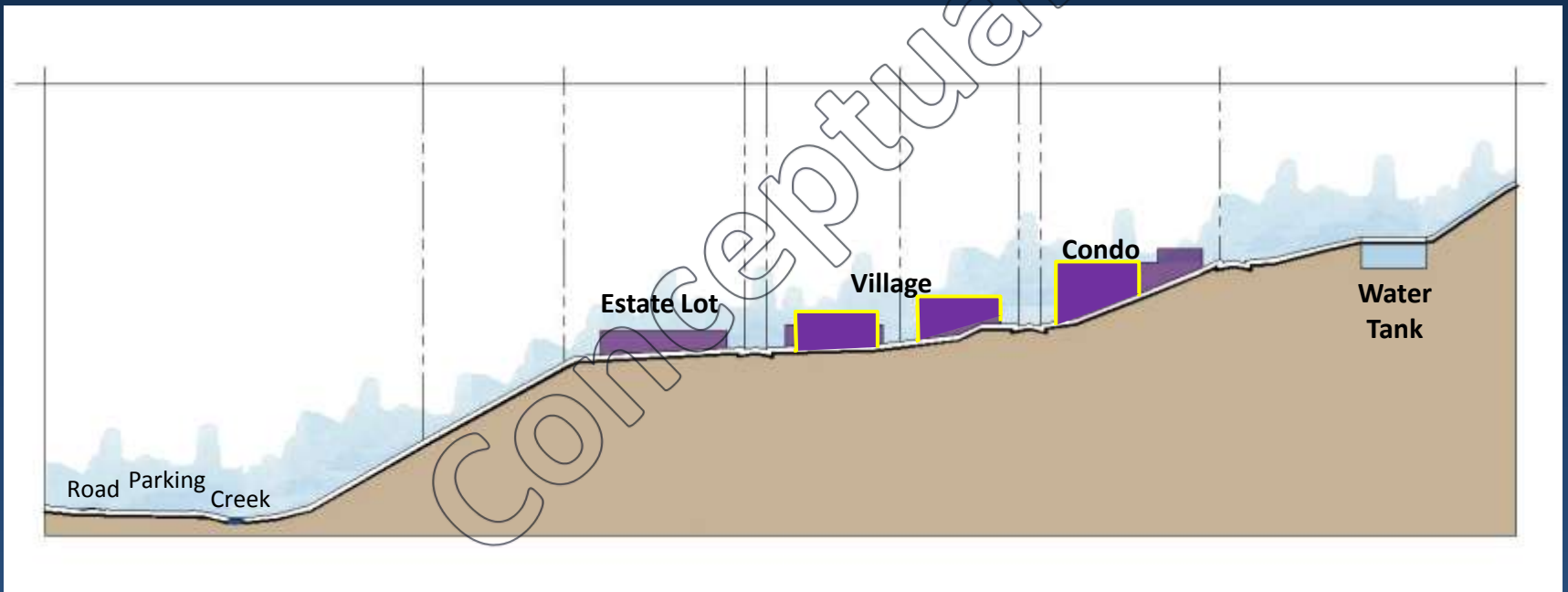


# Approved Development



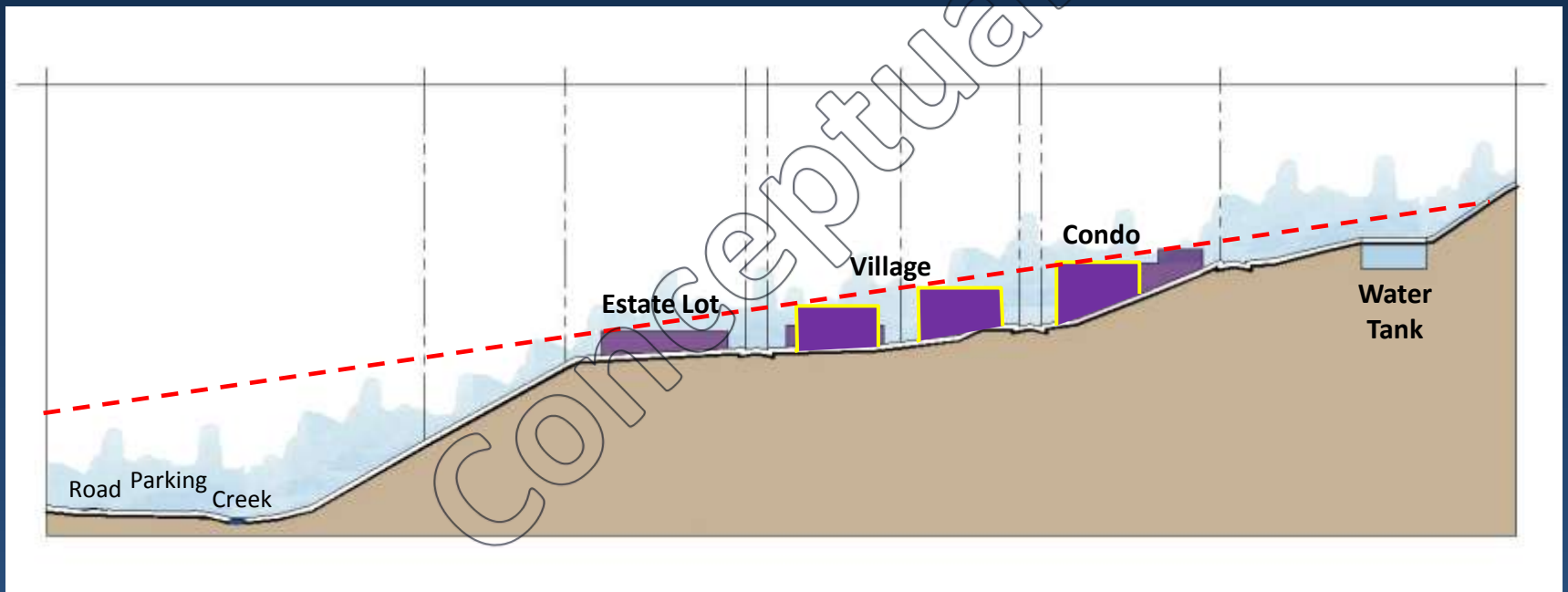


# Potential Development



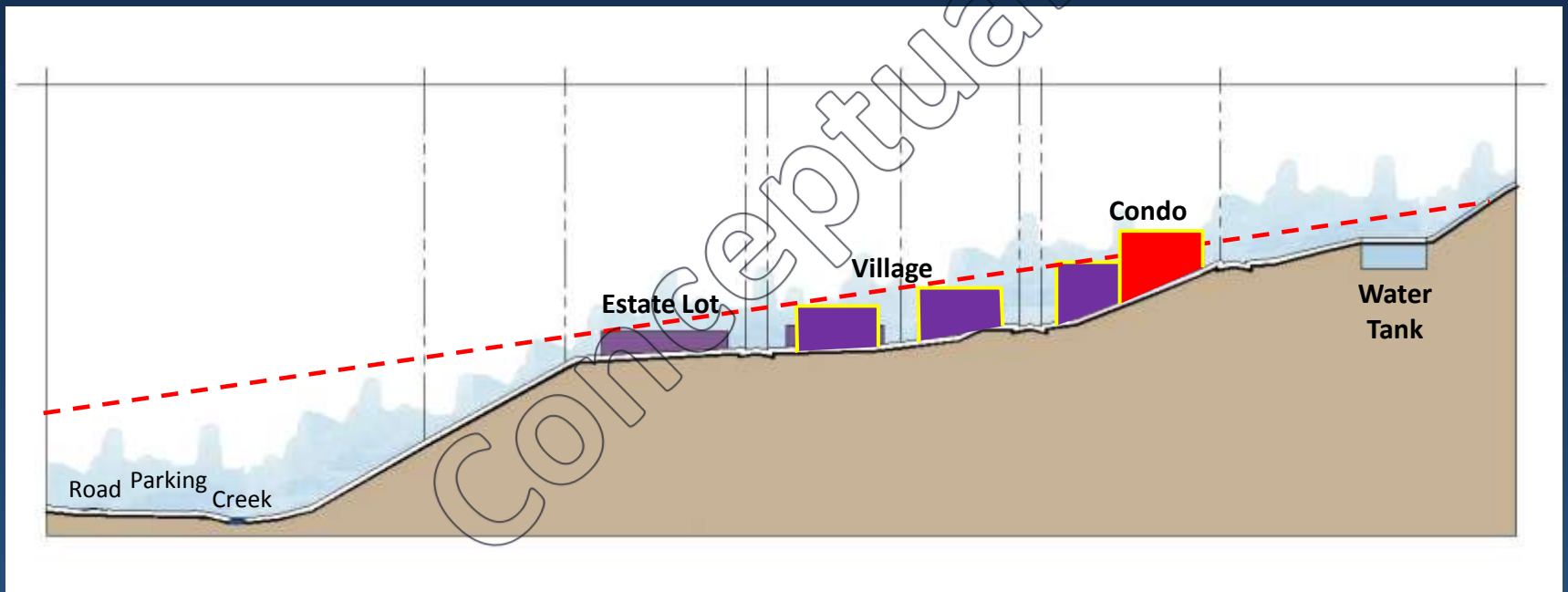


# Potential Development





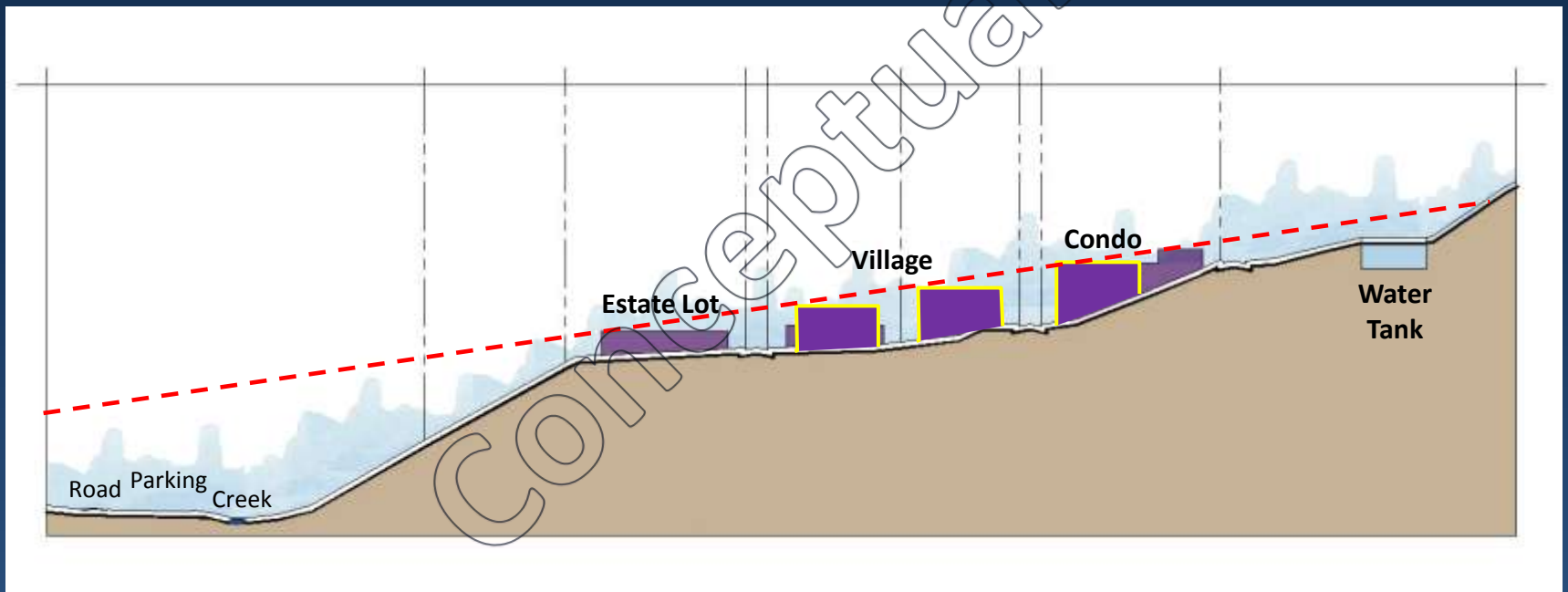
# Potential Development





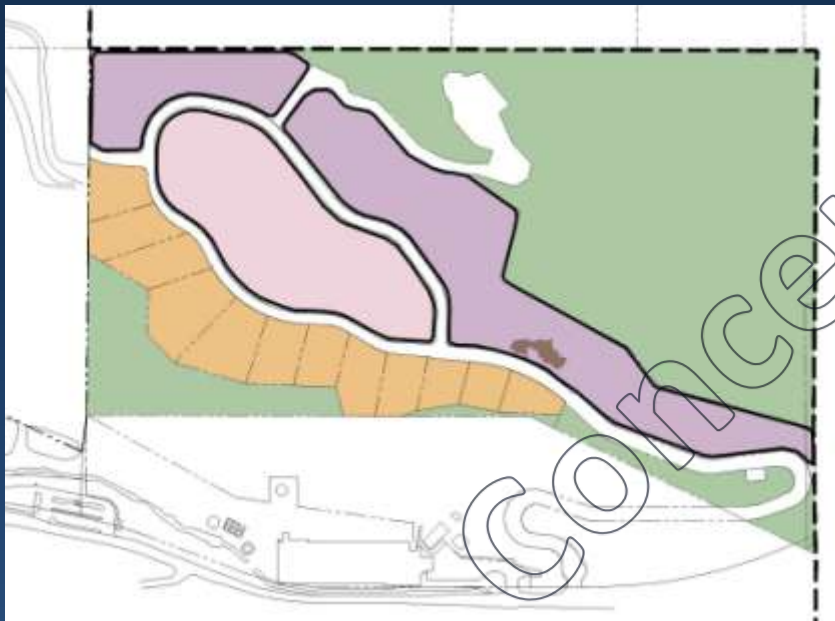


# Potential Development





# Site & Building Design



- **Integrate into the landscape**
- **Natural building materials**
- **Controls**  
(CC&R's & New Ordinance)



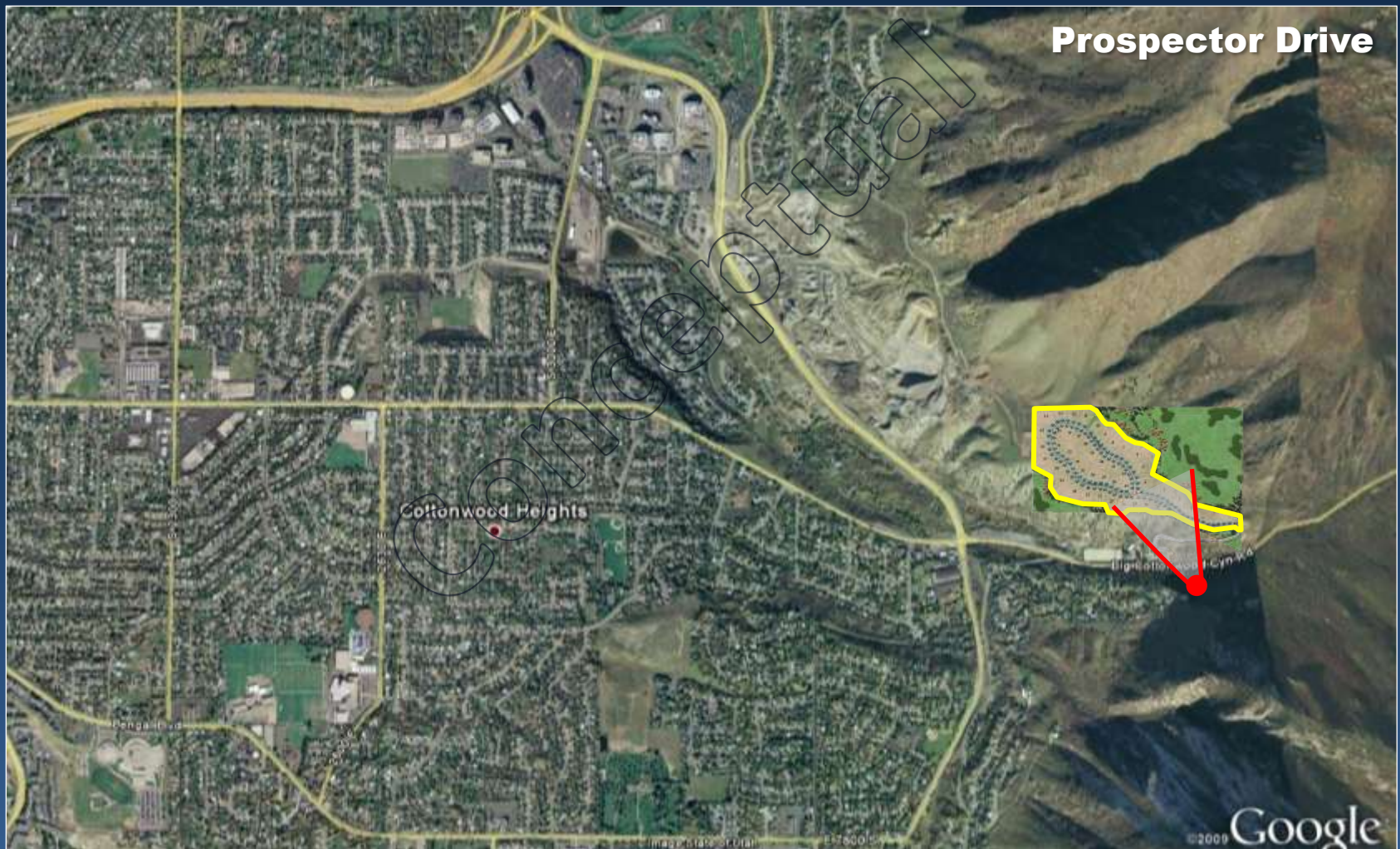
# Visualization







# Visualization







# Site & Building Design







# Site & Building Design





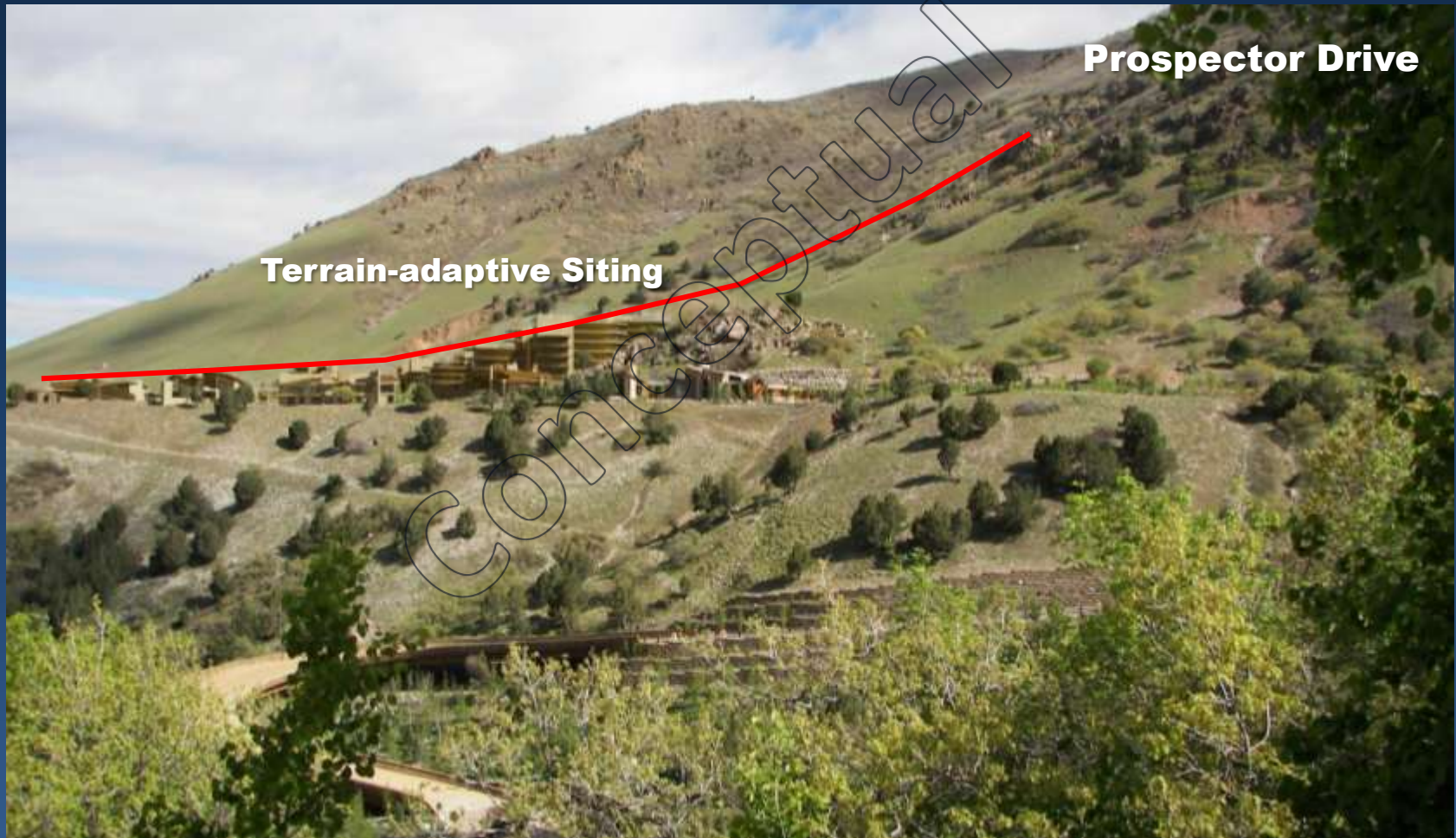
# Site & Building Design







# Site & Building Design







# Visualization





## Site & Building Design

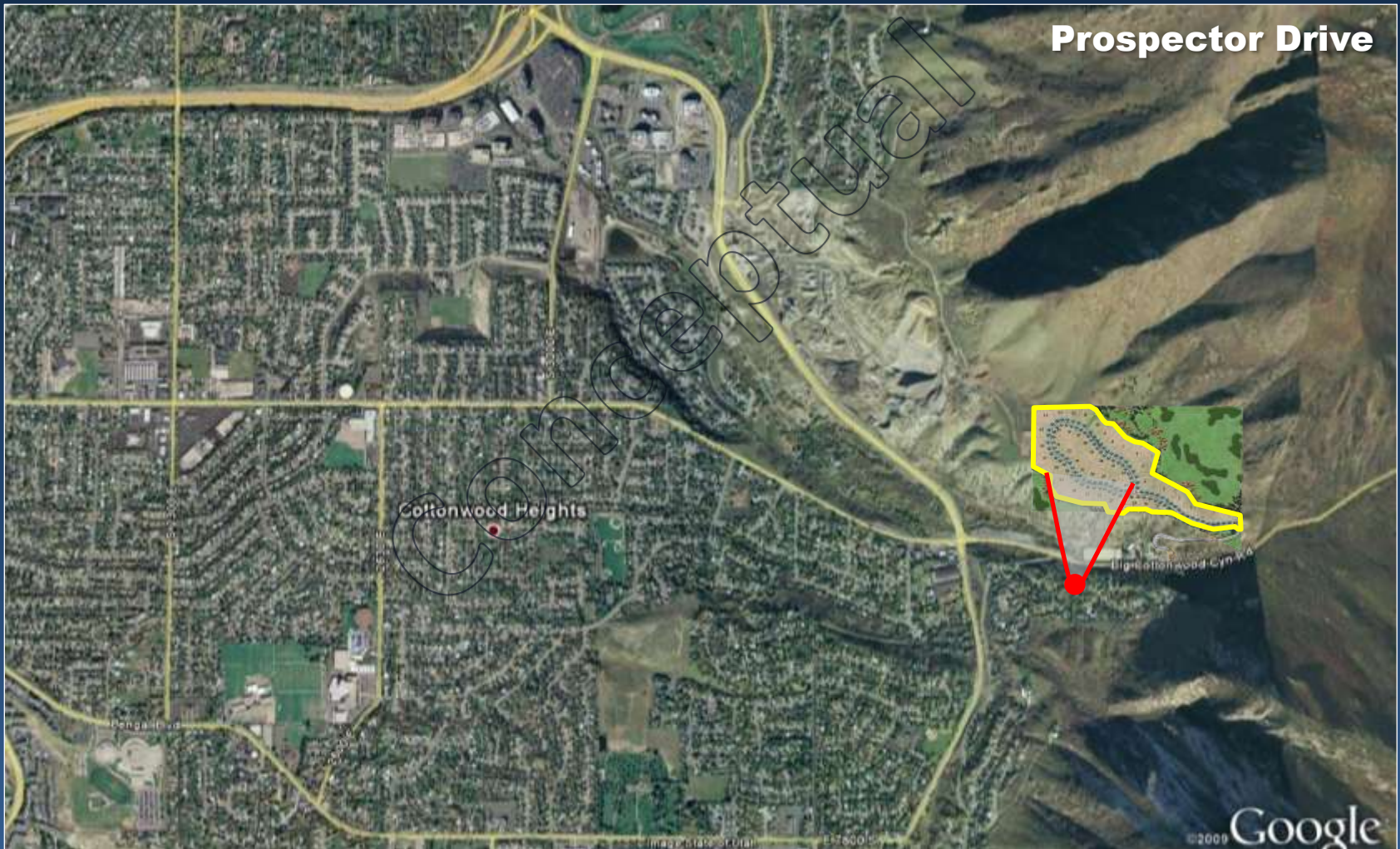


**Claim Jumper Circle**





# Visualization







## Site & Building Design



**Prospector Drive**





# Visualization





# Site & Building Design

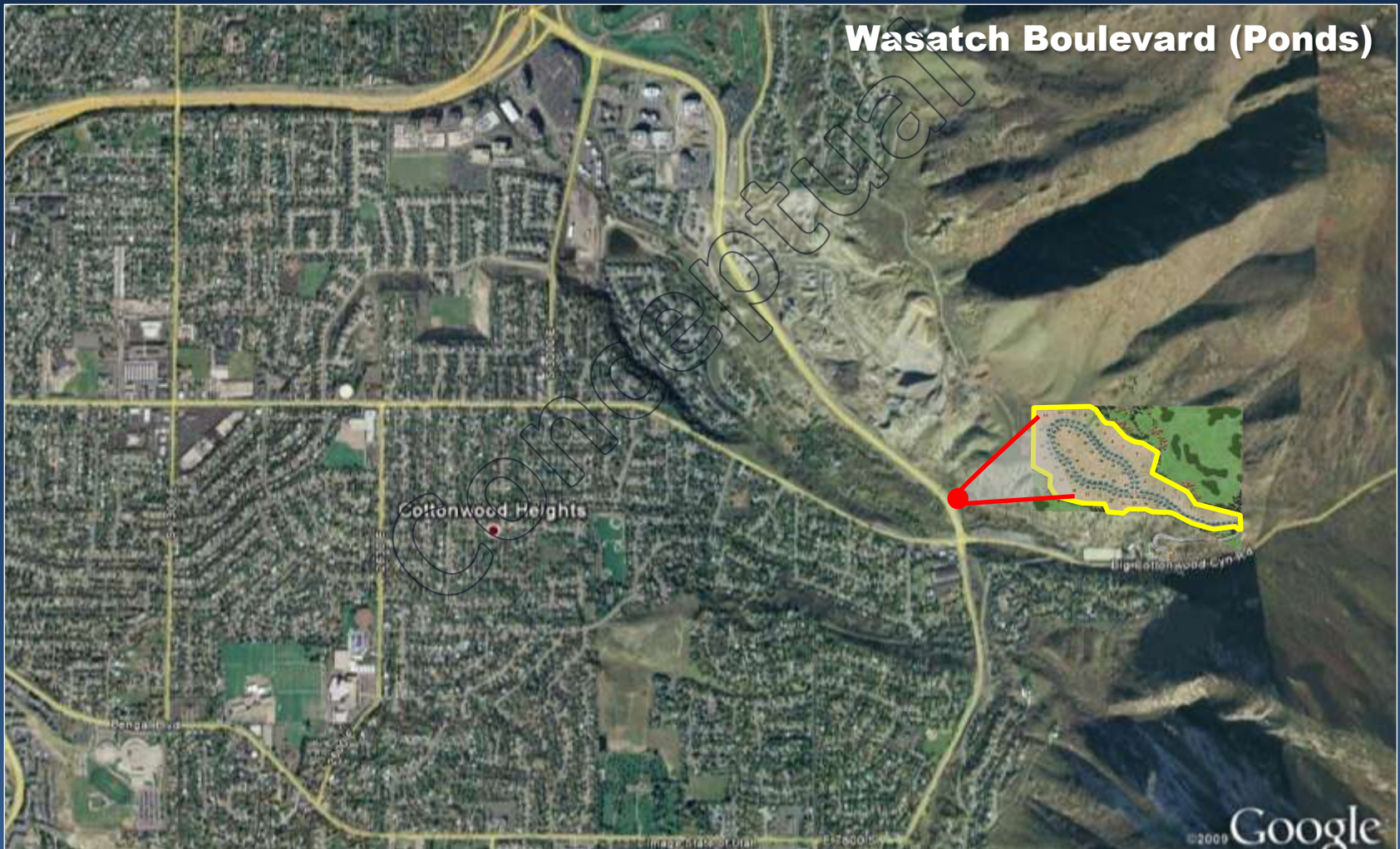


**Mineshaft Road**





# Visualization







## Site & Building Design



**Wasatch Boulevard (Ponds)**



# Visualization







## Site & Building Design



**Wasatch Boulevard (7-Eleven)**



# Visualization







# Site & Building Design



**Fort Union Blvd**





# Visualization





# Site & Building Design







# Visualization





## Site & Building Design



**Fort Union Blvd.**





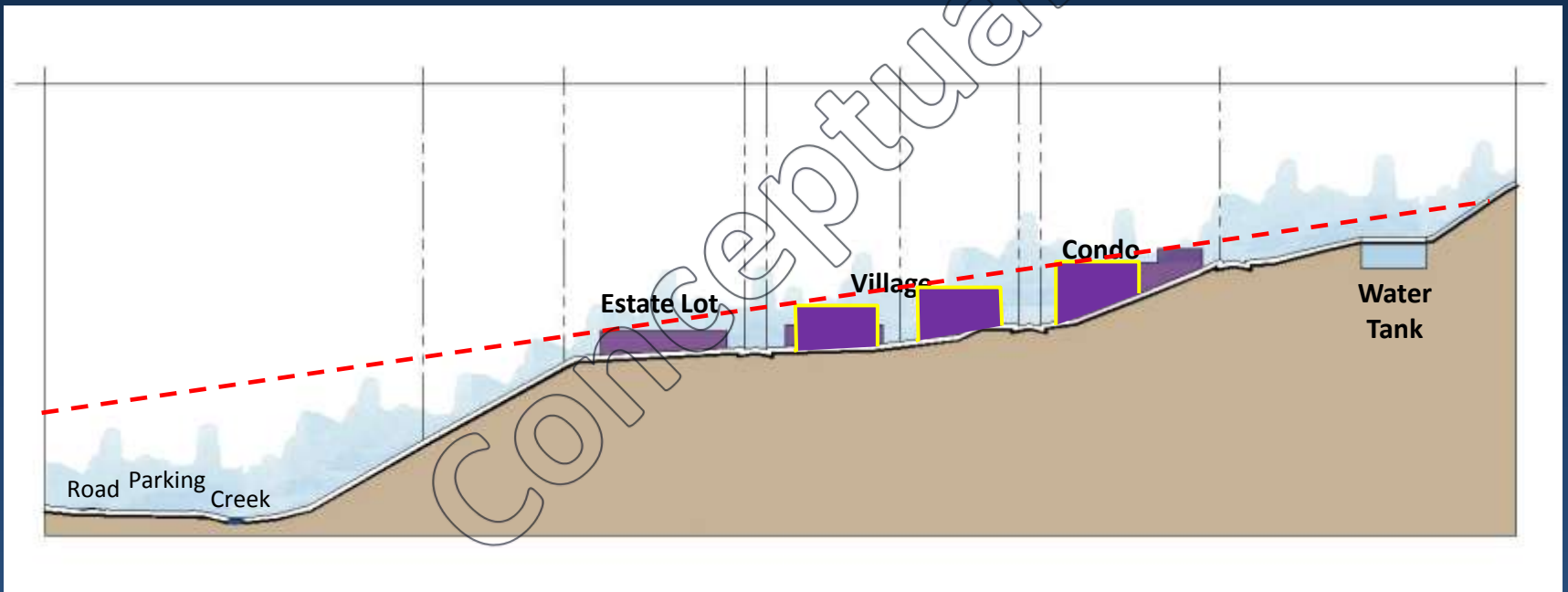
# Visualization





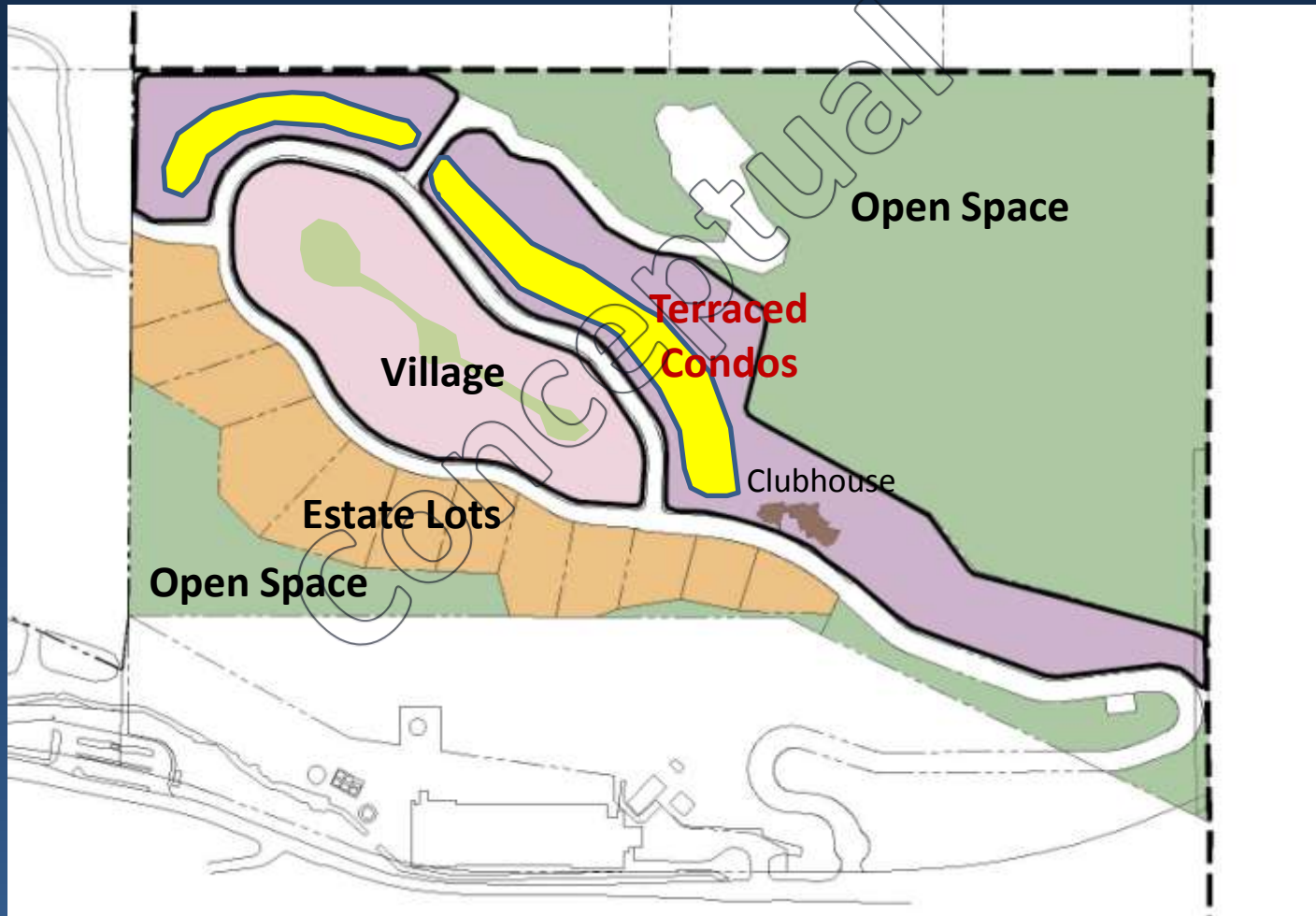


# Potential Development





# Potential Concept Plan





# Site & Building Design





# Site & Building Design







# Site & Building Design





# Summary



- It's not if.....but how?
- Site can accommodate more density with negligible impact
- Developed with sensitivity and in accordance with applicable codes